

Partial Translation of JP 2001-097028

[0025]

First, at step 2 in Fig. 10, the electrical supply to each electric heater 5a, 5b is made possible when the outside air temperature is lower than a predetermined value (e.g., 10 °C). In contrast, when the outside air temperature is equal to or higher than the predetermined value, the electrical power supply to the electric heaters 5a, 5b is stopped, regardless of the other conditions.

Next, at step 3, the electric heaters 5a, 5b are turned on only when the engine 36 is rotated. In contrast, when the engine is stopped, the electrical power supply to the electric heater 5a, 5b is stopped, regardless of the other conditions. This is for removing an excessive load to the battery 34 during a stop of the alternator 41.

Next, at step 4, only when the remain amount of the battery 34 is equal to or more than a predetermined amount, the electrical power supply to each electrical heater 5a, 5b is made possible. In contrast, when the remain amount of the battery 34 is smaller than the predetermined amount, the electrical power supply to the electric heater 5a, 5b is stopped regardless of the other conditions, thereby preventing the battery 34 from being excessively consumed.

Next, at step 5, only when the open/close state of air blowing-out ports 27-29 is in a possible state of a warm air-blowing, the electrical power supply to the electrical heater 5a, 5b is made possible. In contrast, when the open/close state of air blowing-out ports 27-29 is not in the possible state of the warm air-blowing, e.g., when a hot water valve provided in the cooling water pipe 40 is closed, the electrical power supply to each electrical heater 5a, 5b is stopped, regardless of the other conditions.